

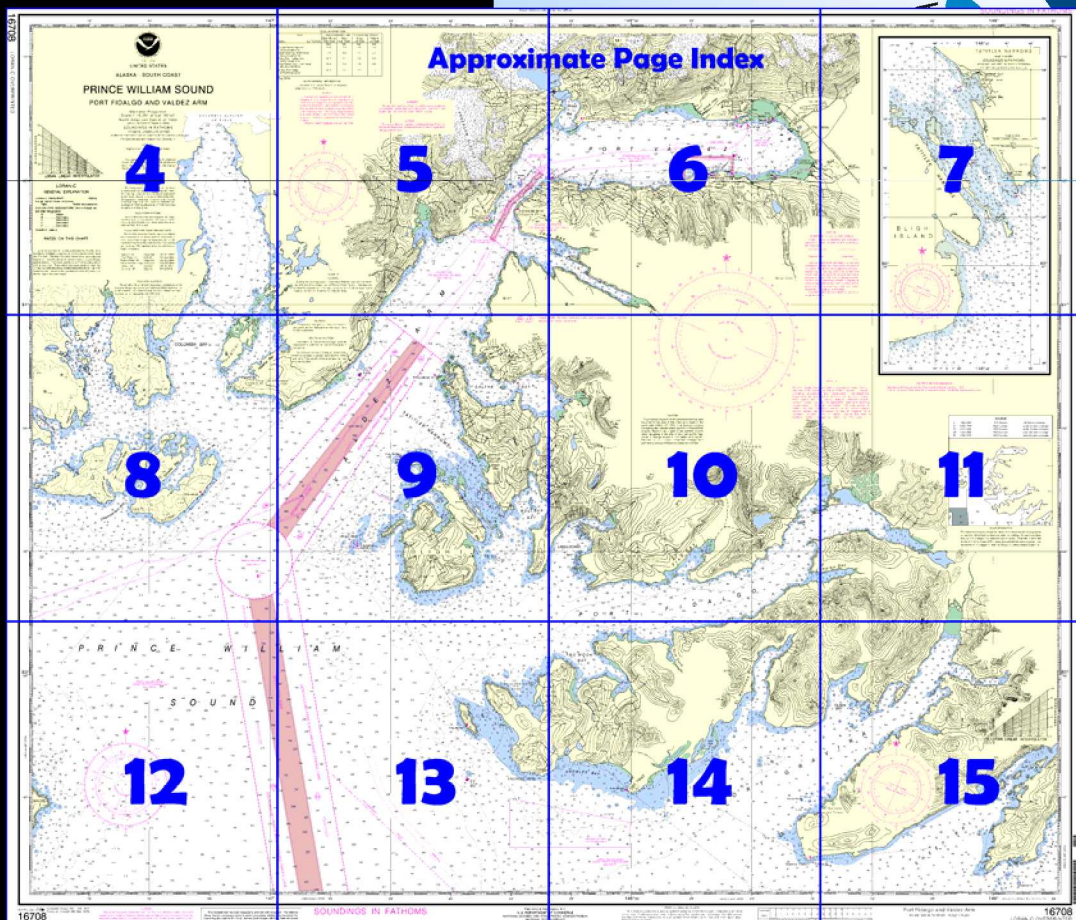
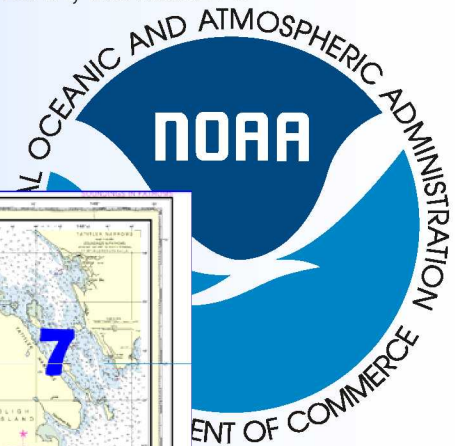
BookletChartTM

Prince William Sound - Port Fidalgo and Valdez Arm (NOAA Chart 16708)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

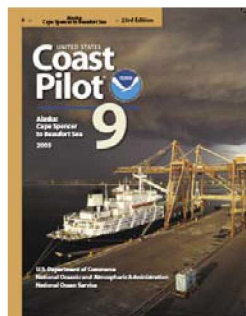
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(346) **Port Gravina** has its entrance between Gravina Point and Red Head. A 3¼-fathom bank is near the middle of Port Gravina, between Gravina Rocks and St. Matthews Bay.

(349) **The March 1964 earthquake caused a bottom uplift of 4.6 feet in Comfort Cove. Shoaling and new dangers may exist requiring extreme caution until a complete survey is made of the area.**

(354) **St. Matthews Bay** indents the N shore of Port Gravina 5.5 miles NE from Red Head. The only known dangers are a reef extending 0.4 mile W off the E entrance point and a rock awash 0.1 mile S of the prominent point on the W side of the bay, 1 mile within the entrance. Good anchorage can be had near the head of the bay in 14 fathoms, mud bottom.

(363) **Two Moon Bay** indents the SE shore of Port Fidalgo. Low divides cut the peninsula from the heads of its two arms. Good anchorage can be had in the bay at the entrance to either arm, and vessels of moderate size can anchor in the arms in about 10 to 15 fathoms, bottom generally sticky. A midchannel course should be followed in the arms. At the head of the SE arm is a basin trending SW where small vessels can anchor in 4 to 7 fathoms. The channel is between the W point and a reef bare at low water near the middle of the entrance.

(379) **Bligh Reef**, about 2 miles long, has depths of ¼ fathom to 9 fathoms and shoals to bare near the center. The reef is marked by **Bligh Reef Light** (60°50'20"N., 146°53'02"W.), 59 feet (18.0 m) above the water and shown from a pile structure with a red and white diamond-shaped daymark. A racon is at the light. The steamship OLYMPIA was lost on Bligh Reef in 1910 and the oil tanker EXXON VALDEZ struck the reef on March 24, 1989.

(381) The diurnal range of tide is 12 feet in Snug Corner Cove in Port Fidalgo. At the entrance to Port Fidalgo, N of Goose Island, the velocity of the current is about 0.5 knot.

(382) **Tatitlek Narrows** separates Busby and Bligh Islands from the main shore, and offers a more direct route for small craft between Port Valdez or Ellamar and points on Port Fidalgo. The channel, marked with daybeacons, has depths of about 4 fathoms, except for a dangerous shoal with a least depth of 8 feet in midchannel about 400 yards SSE of Daybeacon 4. The channel is narrow with foul ground on both sides; local knowledge is advisable.

(383) **Tatitlek**, a Native community on the N shore at the SE end of the narrows, is home to about 16 families. The village has a school, church, and a Community Center, which includes museum, post office, health clinic, Village Council Office, and minimal visitor accommodations. There is electricity and telephone. There is a State-maintained pier with a 64-foot face and an Alaska State Ferry Pier with service upon request to Valdez and Cordova. There is also a 100- by 2,500-foot gravel air strip. The Village Council Office can be reached by phone at 907-325-2311.

(389) The **Prince William Sound Traffic Separation Scheme**, which is a component of the **Prince William Sound Vessel Traffic Service**, leads through the middle of Valdez Arm. Additional information on the traffic separation scheme and the vessel traffic service are given earlier in this chapter under Prince William Sound.

(396) **Valdez Narrows** is 0.8 mile wide, with deep water and bold shores. **Middle Rock**, near the middle of the N end of the narrows and marked by a light, is a pinnacle barely covered at extreme high tides. A shoal, W of the light, extends E from the mainland 0.4 mile. The shoal consists of a rock covered 2 feet at the inner end, a 3½-fathom depth at the outer end, and a wooded islet in between. The tidal currents in the narrows are too weak and variable to be predicted, however, it is reported that deep-draft tankers maneuvering at the regulated low speed of 6 knots will be affected appreciably by the currents. Speed adjustments may be necessary to lessen the effect of the currents on deep-draft vessels.

(397) **Entrance Point**, 1 mile N of Jack Bay on the E side of Valdez Narrows, and **Potato Point**, on the W side of the narrows, are marked by lights. **Entrance Island**, 1.2 mile E of Middle Rock, is marked by a light. (398) **Port Valdez** is the designation given the body of water extending from Valdez Narrows to the head of the bay.

(415) **From the S via Prince William Sound Traffic Separation Scheme** (described earlier in this chapter under Prince William Sound). Depart the scheme at its N end in Valdez Arm, thence through Valdez Narrows and Port Valdez to Valdez.

(416) **From the W via Elrington Passage**. Pass 1 mile E of Point Helen Light, thence N to 1.5 miles W of Seal Island Light, thence N to 2 miles E of Smith Island, thence E to enter the Prince William Sound Traffic Separation Scheme and depart the scheme at its N end in Valdez Arm, thence through Valdez Narrows and Port Valdez to Valdez.

Table of Selected Chart Notes

Corrected through NM Nov. 15/08
Corrected through LNM Nov. 11/08

HEIGHTS

Heights in feet above Mean High Water.

Additional information can be obtained at nauticalcharts.noaa.gov.

The contour lines are hill shapes, sketched to afford the navigator a generalized indication of the land forms. They should not be relied upon as lines of equal elevation.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.900' southward and 7.316' westward to agree with this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Naked I, AK	WNG-530	162.500 MHz
Point Pigot, AK	KZZ-93	162.450 MHz
Potato Point, AK	WNG-527	162.425 MHz
Cape Hinchinbrook	WNG-532	162.525 MHz
Valdez, AK	WXJ-63	162.550 MHz
Cordova, AK	WXJ-79	162.400 MHz
Tripod Mountain, AK	WNG-715	162.450 MHz
East Point, AK	WNG-530	162.500 MHz

For Symbols and Abbreviations see Chart No. 1

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

Mercator Projection
Scale 1:79,291 at Lat. 60°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

NOTE B

The area outlined in magenta is a National Marine Fisheries Service monitoring site. Marine activities are discouraged from infringing into the area.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
7960.....79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE E

CAUTION

During the calving season, Columbia Glacier deposits ice which may drift into the northern part of Prince William Sound. Mariners are advised to exercise extreme caution and to report all ice sightings to "Valdez Traffic" on Channel 13 (156.65 MHz).

NOTE D

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Snug Corner Cove, Port Fidalgo	(60°44'N/146°39'W)	12.0	11.0	1.5
Landlocked Bay, Port Fidalgo	(60°51'N/146°32'W)	11.9	10.9	1.4
Rocky Point, Valdez Arm	(60°57'N/146°45'W)	12.1	11.1	1.5
Valdez, Port Valdez	(61°08'N/146°22'W)	12.2	11.2	1.5

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Oct 2008)



Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-6 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-6883, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.



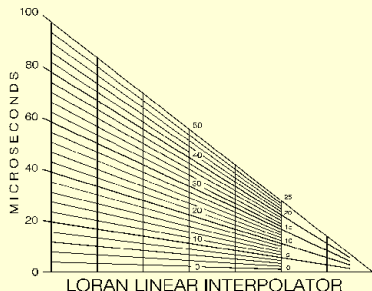
THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES
ALASKA - SOUTH COAST

PRINCE WILLIAM SOUND

PORT FIDALGO AND VALDEZ ARM

NAME
Snug Corner C
Landlocked B
Rocky Point, V
Valdez, Port V.
Dashes (---) K
Tide predictions
(Oct 2006)



LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY 100kHz
PULSE REPETITION INTERVAL
7960 79,600 Microseconds
STATION TYPE DESIGNATORS: (Not individual station
letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 7960-X

RATES ON THIS CHART

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Mercator Projection
Scale 1:79,291 at Lat. 60°50'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at
nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

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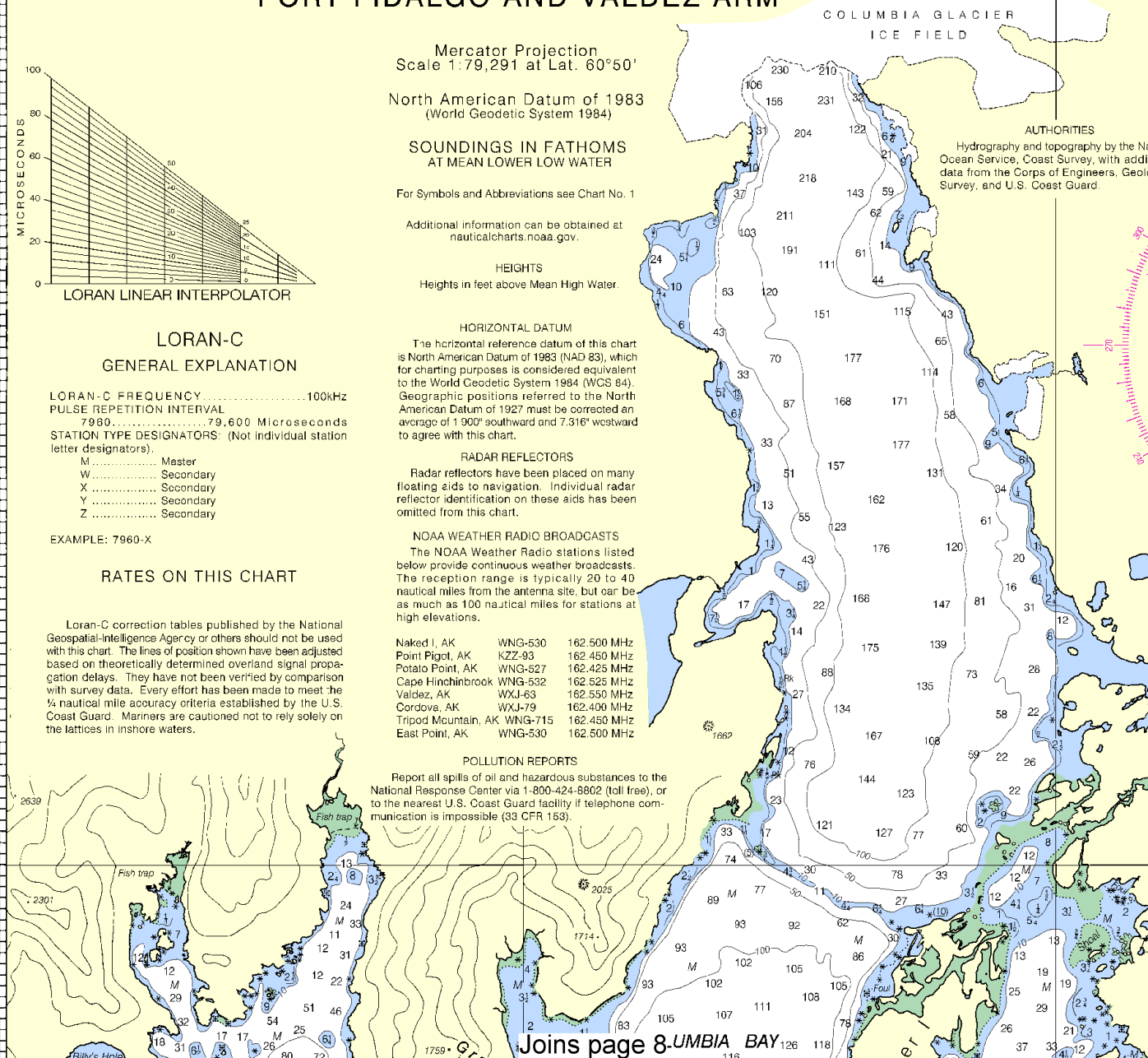
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Tripod Mountain, AK	WNG-715	162.450 MHz
East Point, AK	WNG-530	162.500 MHz

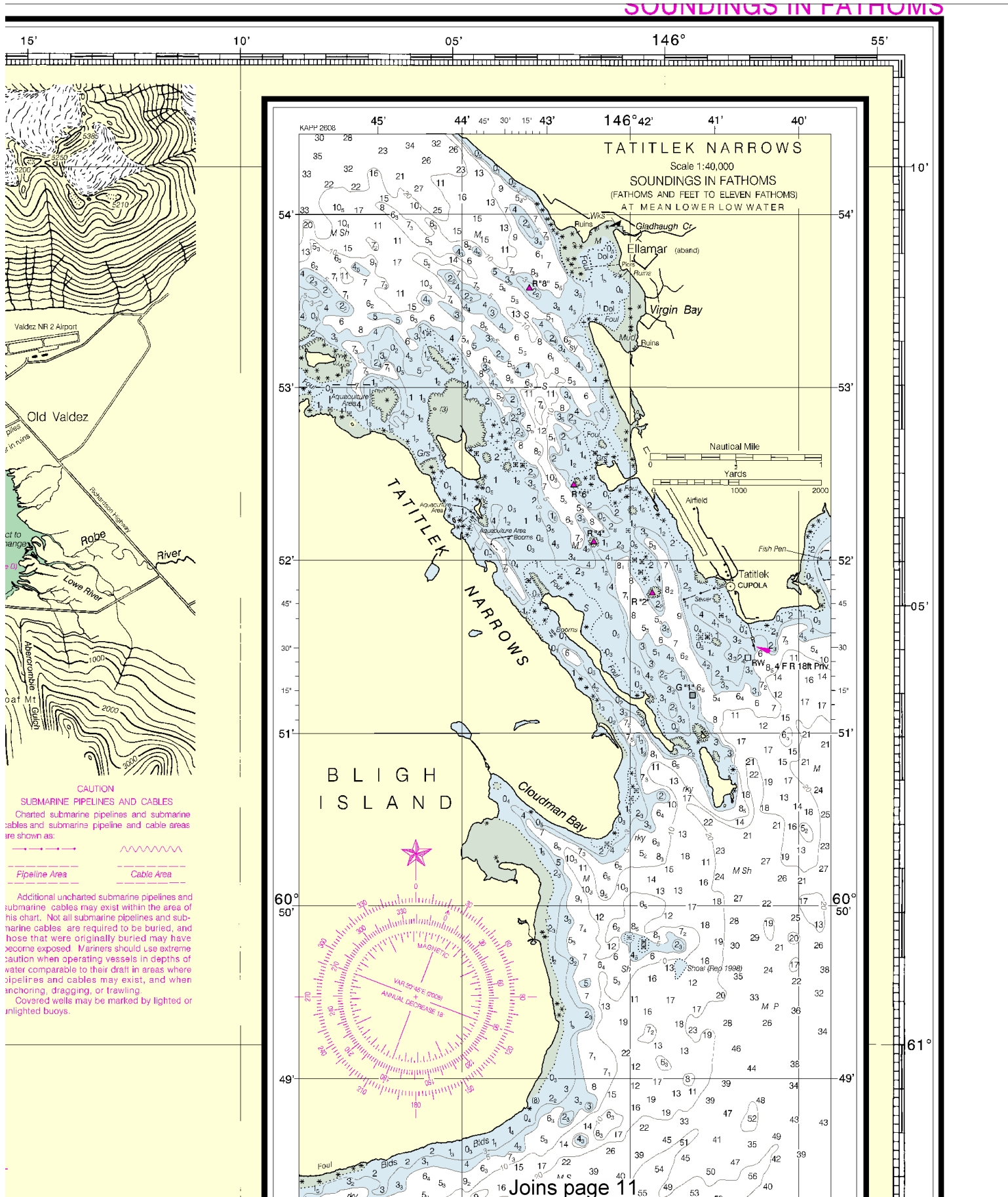
POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

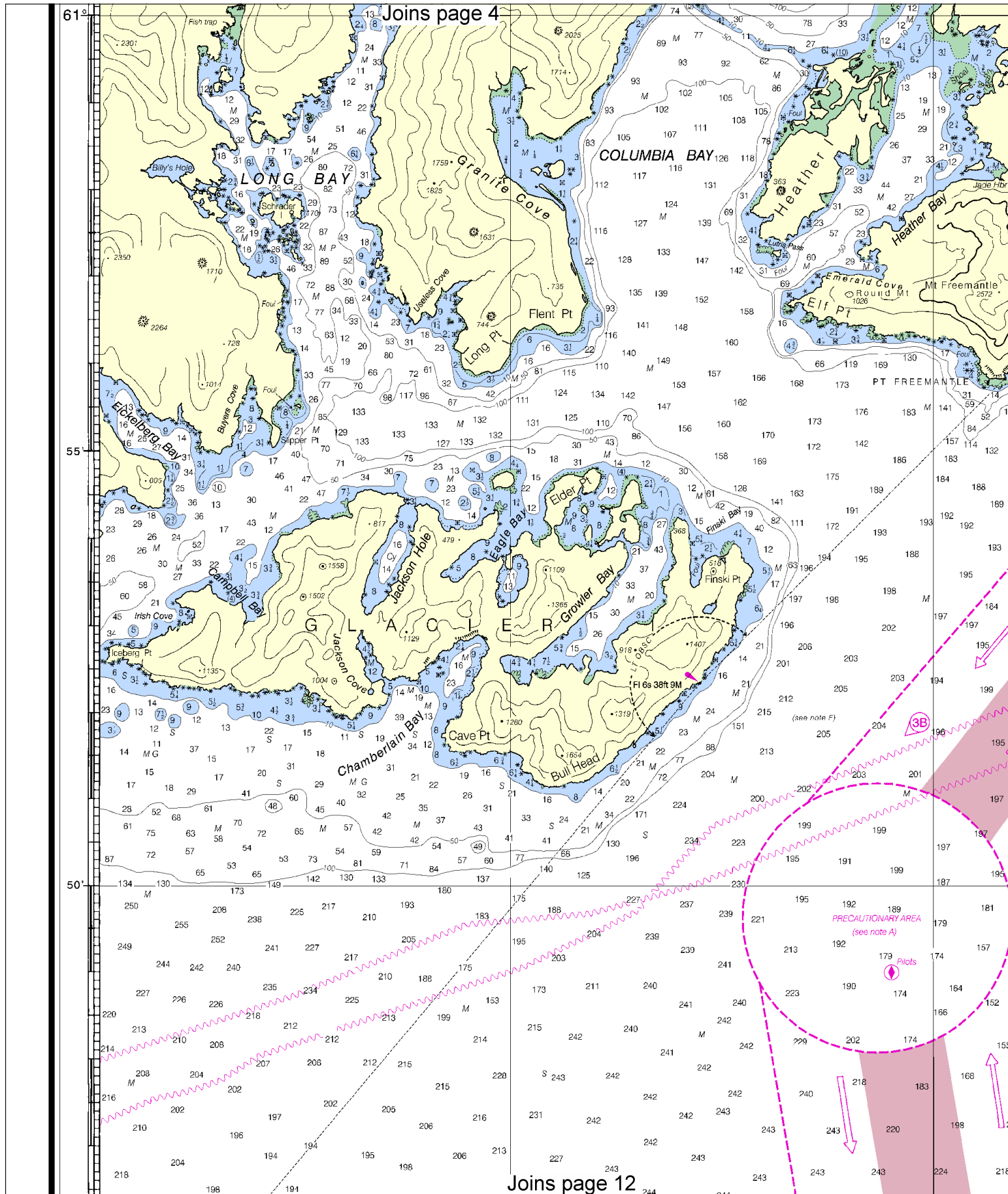
AUTHORITIES

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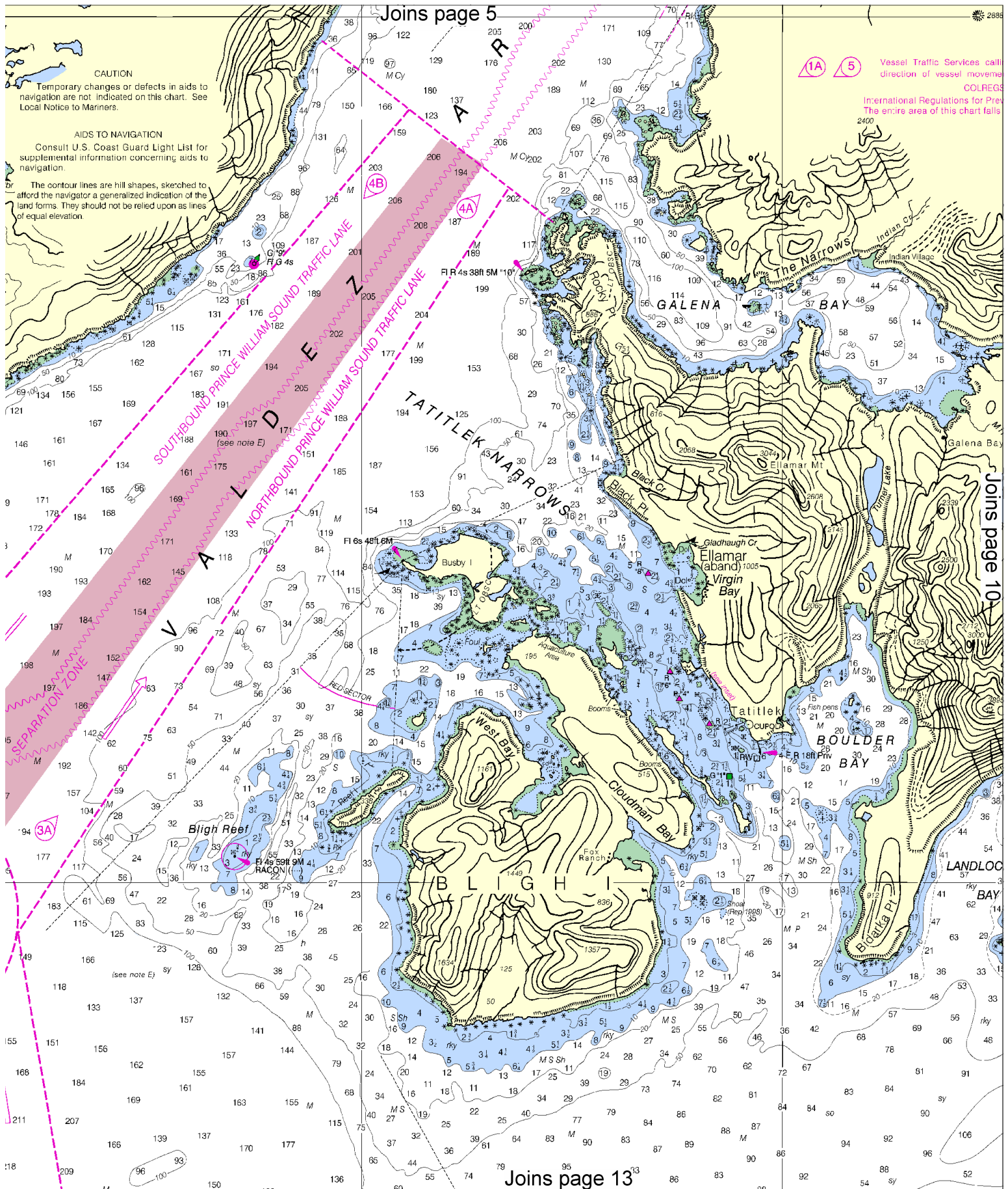


This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
 NGA Weekly Notice to Mariners: 0910 2/27/2010,
 Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.



8





5

Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

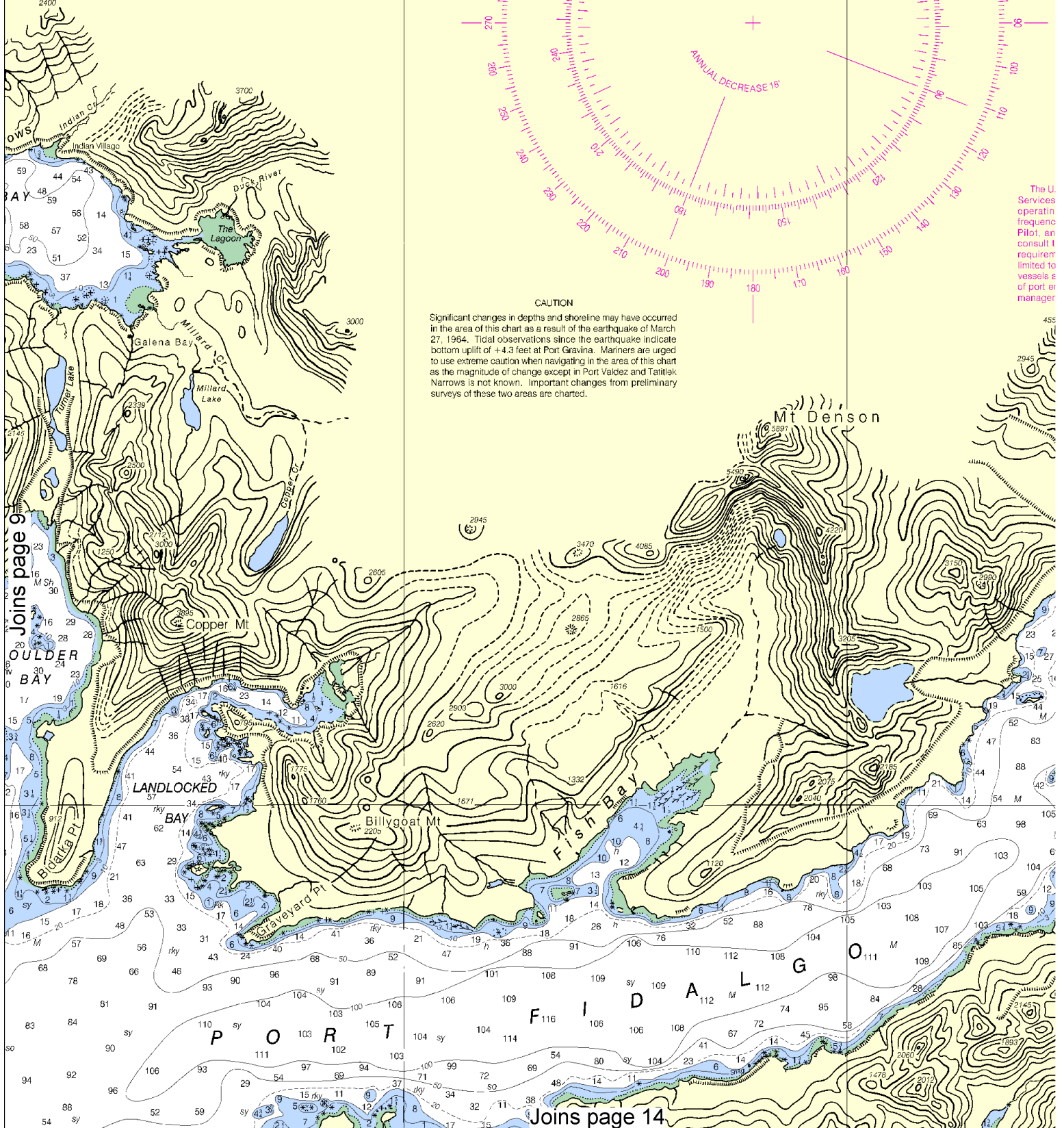
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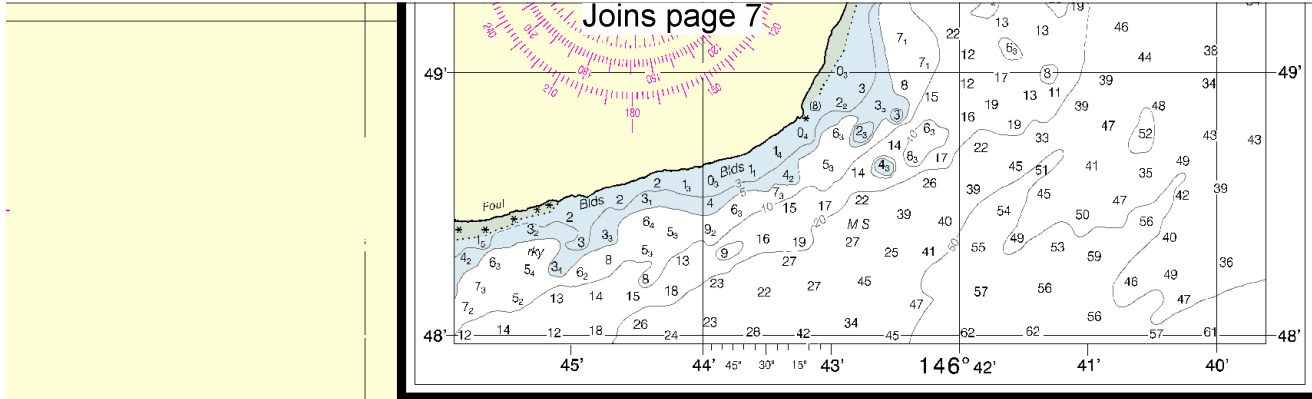
ANNUAL DECREASE 18"

CAUTION

Significant changes in depths and shoreline may have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom uplift of +4.3 feet at Port Gravina. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except in Port Valdez and Tatitlek Narrows is not known. Important changes from preliminary surveys of these two areas are charted.

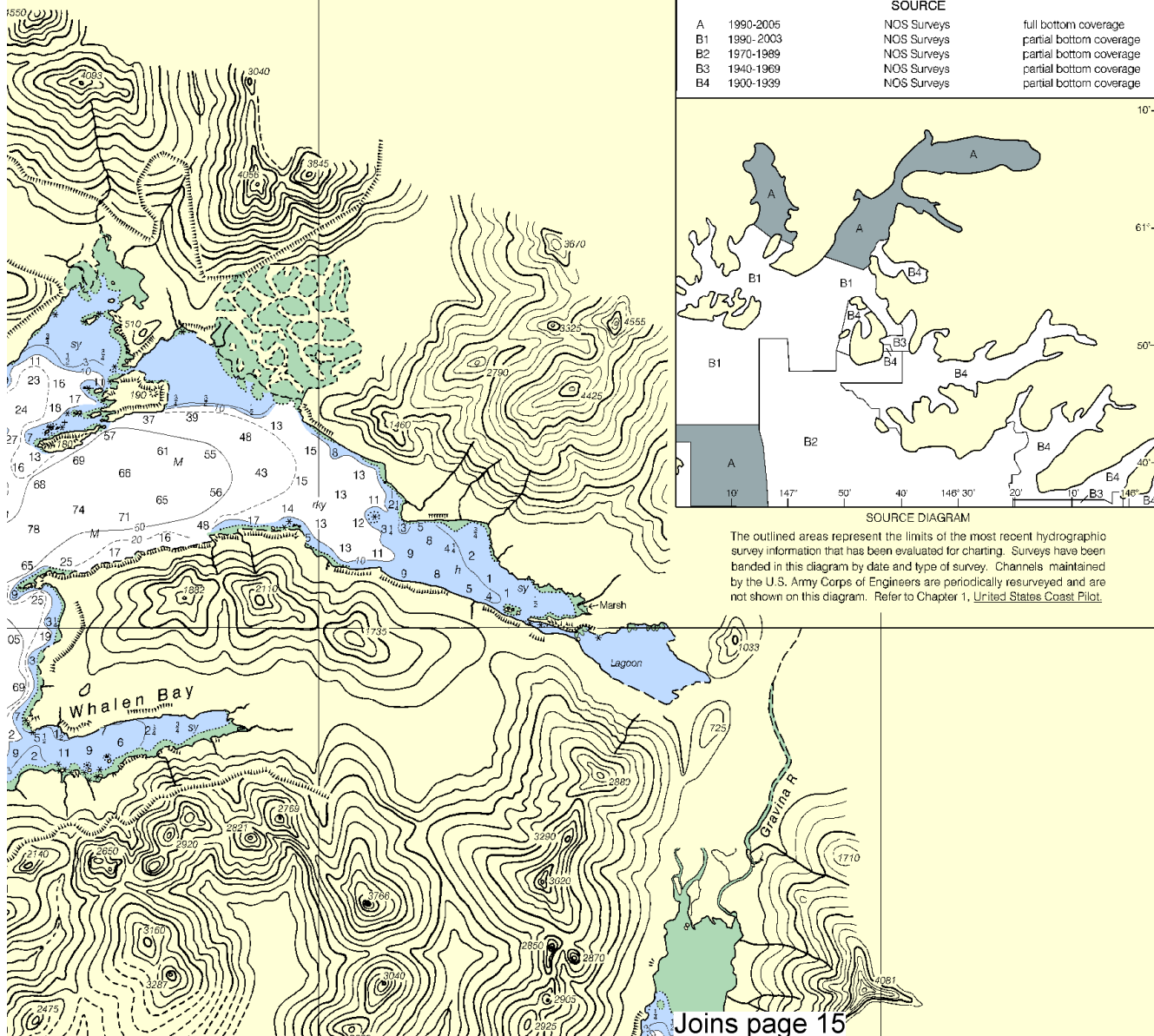
The U.S. Coast Guard operates a Vessel Traffic Service (VTS) in the Port of Valdez. Pilots are required to be on board all vessels of 100 gross tons or more entering or leaving the port.





NOTE D

U.S. Coast Guard operates a mandatory Vessel Traffic System (VTS) in Prince William Sound. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Guard's VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is required in the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of entry, to report beyond this area to facilitate traffic management within the VTS area.



60°
45'

JOINS CHART 16705

40'

NAKED I

P R I N C E W I L L

PRINCE WILLIAM SOUND
VESSEL TRAFFIC SERVICES AREA
(see note D)

S O U N D

SEPARATION ZONE

SOUTHBOUND PRINCE WILLIAM SOUND TRAFFIC LANE

CAUTION

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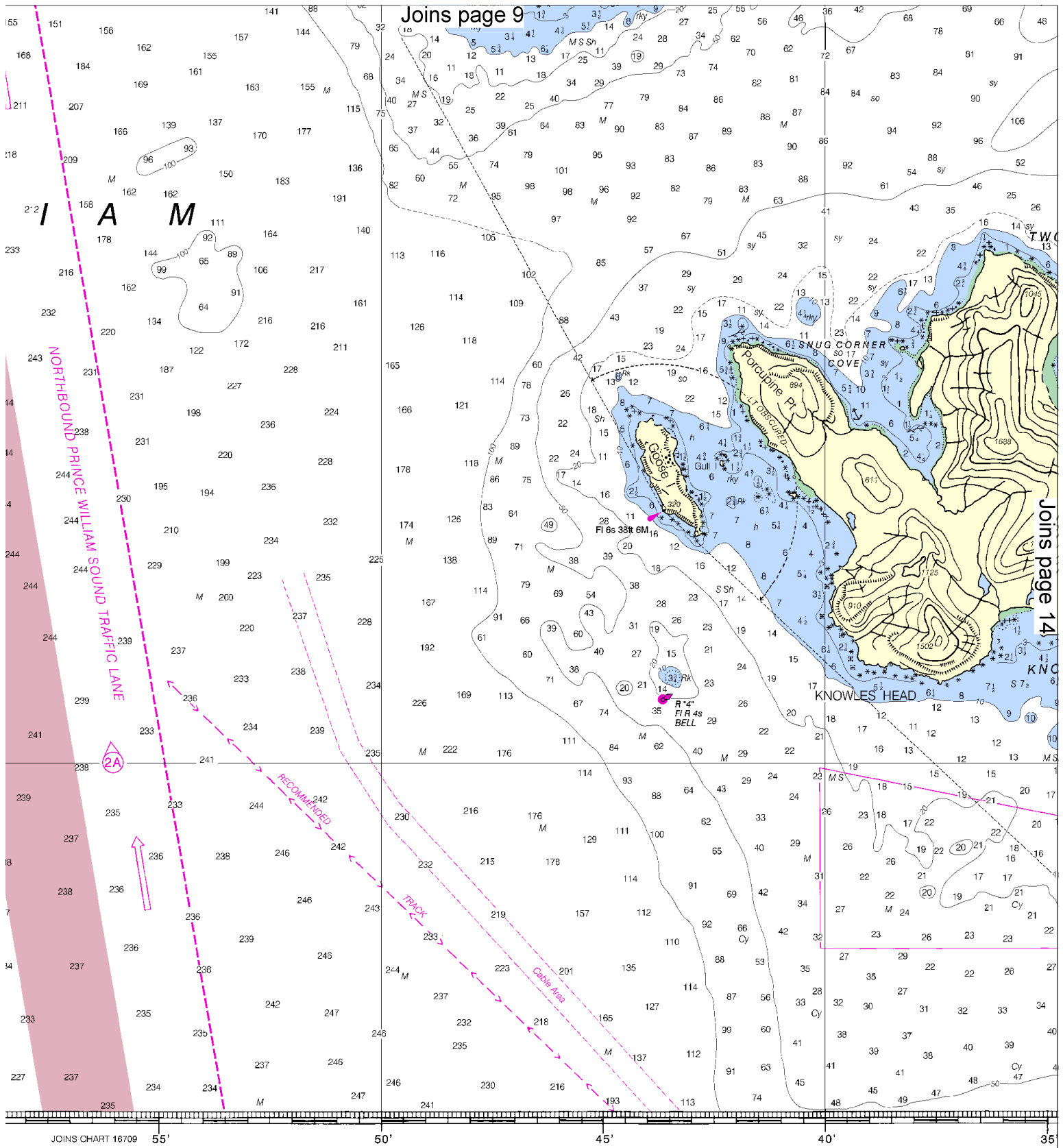
27th Ed., Nov. /08 ■ Corrected through NM Nov. 15/08
Corrected through LNM Nov. 11/08

16708

LORAN-C OVERPRINTED

12

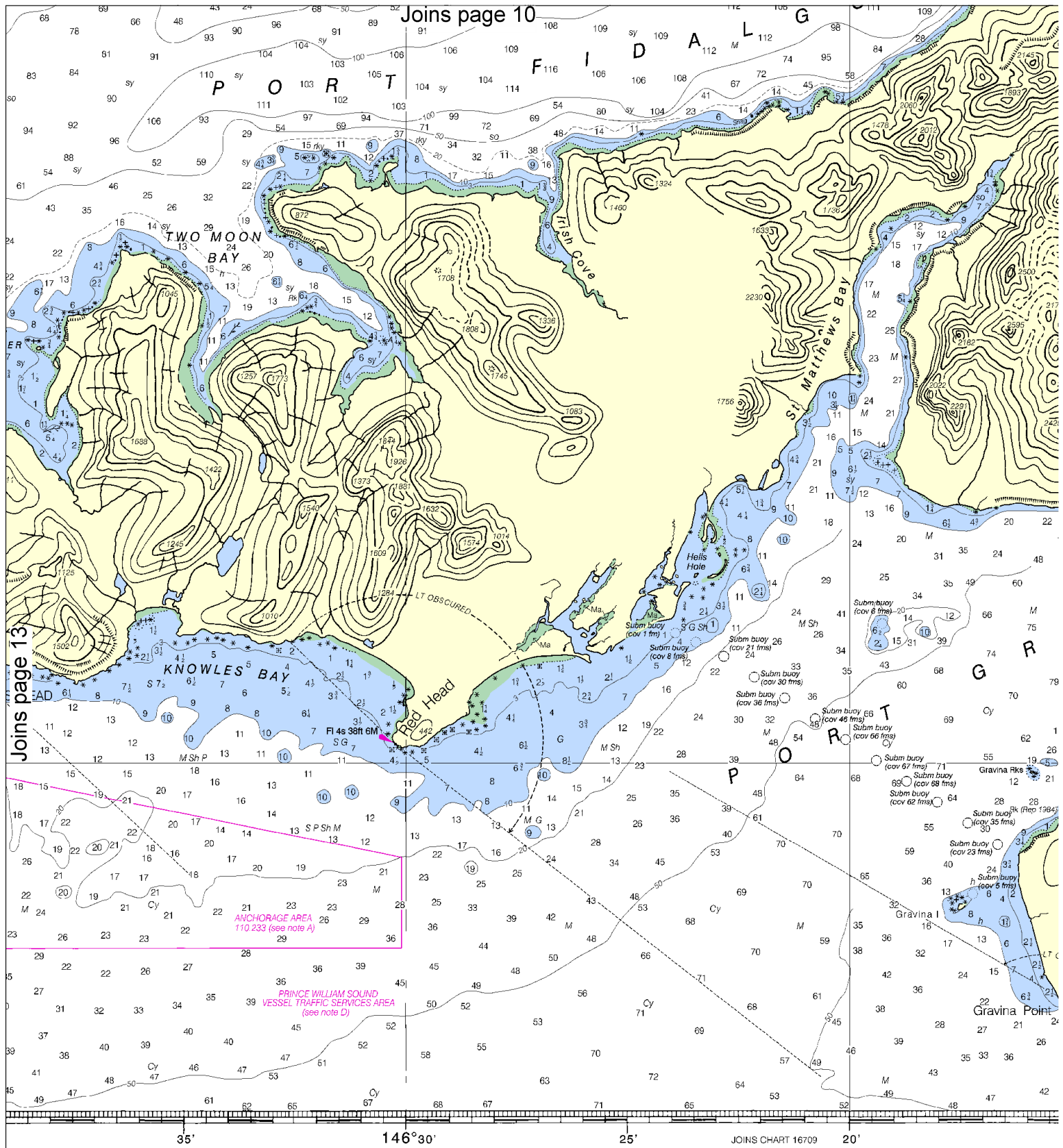




gation. The National
is, or comments for
(2), National Ocean

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

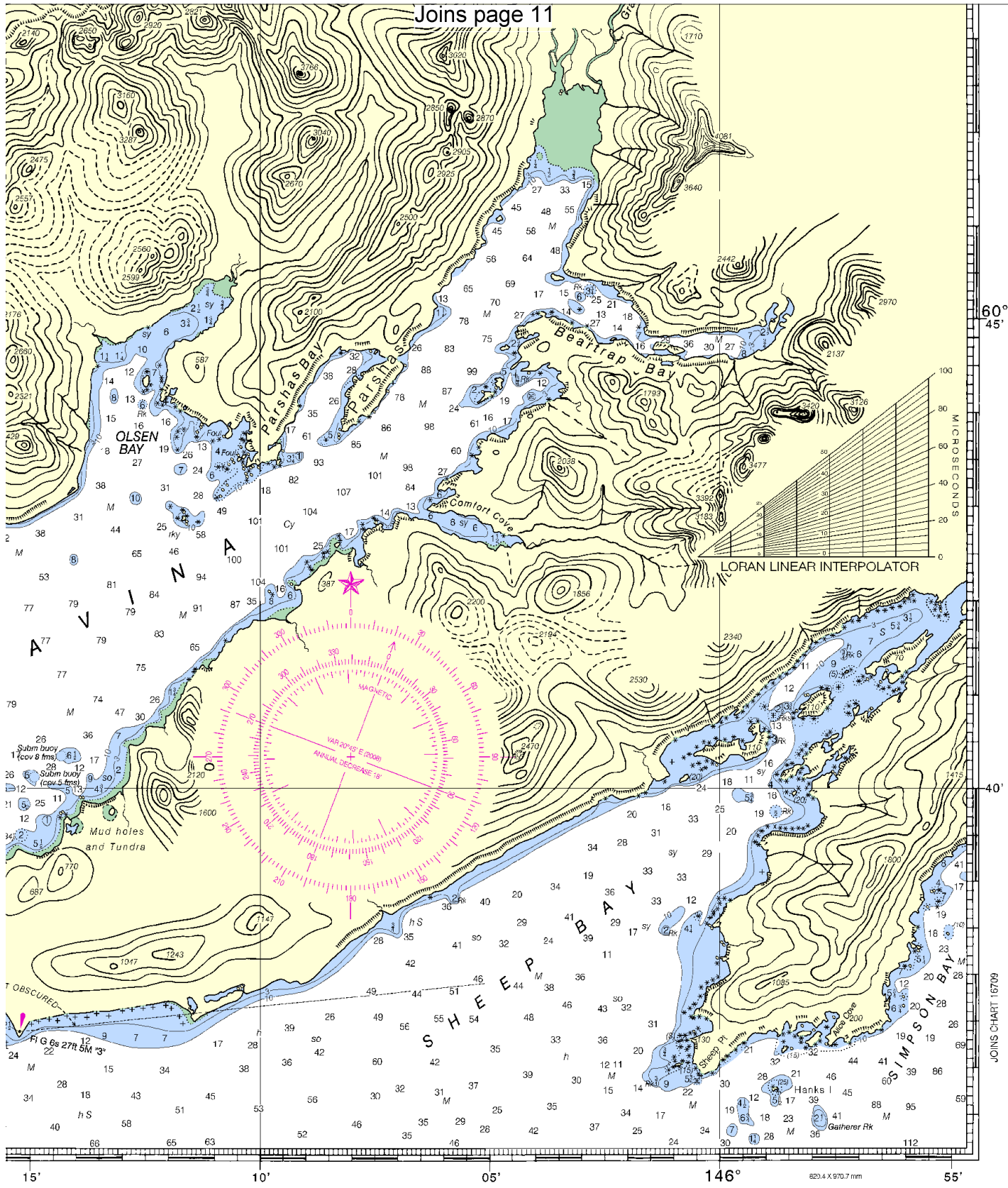


Published at Washington, D.C.
DEPARTMENT OF COMMERCE
NAUTIC AND ATMOSPHERIC ADMINISTRATION
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COAST SURVEY

PRINT-ON-DEMAND CHARTS

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FATHOMS	
FEET	
METERS	



60° 45'

40'

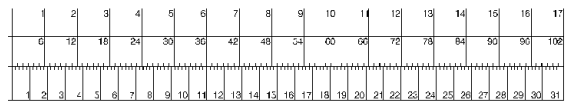
JOINS CHART 16709



ED. NO. 27



NSN 7642014011297
NGA REFERENCE NO. 16BC016708



Port Fidalgo and Valdez Arm
SOUNDINGS IN FATHOMS - SCALE 1:79,291

16708
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700

Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

